

Application No. 10/791,571
Amendments Dated February 12, 2007
Reply to Office Action of October 12, 2006

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Claims

1. to 21 (Cancelled)

22. (New) A traction band for use on a tracked vehicle comprising a plurality of road wheels and at least one sprocket wheel, said traction band comprising a longitudinally extending band body made of elastomeric material and comprising an inner wheel engaging surface and an outer ground engaging surface, said traction band comprising at least one row of longitudinally aligned guide horns disposed along said inner surface of said traction band, said guide horns being not drivingly engaged by said sprocket wheel, and at least a first row of longitudinally aligned drive lugs disposed along said inner surface of said traction band, said first row of drive lugs being drivingly engaged by said sprocket wheel, said at least one row of longitudinally aligned guide horns and said at least first row of longitudinally aligned drive lugs being laterally spaced apart to define a first wheel path;

wherein said traction band comprises resilient guide horn reinforcements comprising a reinforcing portion extending into said guide horns and at least a first stabilizing portion embedded into said band body;

wherein said traction band comprises main tensile cords along its circumference and wherein said first stabilizing portion is located between said inner surface and said main tensile cords;

wherein said reinforcing portions form a generally inverted V-shaped structure;

wherein said first stabilizing portion laterally extends over said entire first wheel path;

whereby said guide horn reinforcements reduce lateral deflection of said guide horns.

Application No. 10/791,571
Amendments Dated February 12, 2007
Reply to Office Action of October 12, 2006

23. (New) A traction band as claimed in claim 22, wherein said first stabilizing portion laterally extends beyond said first wheel path.

24. (New) A traction band as claimed in claim 22, wherein said traction band comprises a second row of longitudinally aligned drive lugs disposed along said inner surface of said traction band, said second row of drive lugs being drivingly engaged by said sprocket wheel, said second row of longitudinally aligned drive lugs being laterally spaced apart from said row of longitudinally aligned guide horns to define a second wheel path, wherein each of said guide horn reinforcements further comprises a second stabilizing portion embedded into said band body, said second stabilizing portion being located between said inner surface and said main tensile cords and extending over said entire second wheel path.

25. (New) A traction band as claimed in claim 24, wherein said second stabilizing portion laterally extends beyond said second wheel path.

26. (New) A traction band as claimed in claim 24, wherein said first and said second stabilizing portions are interconnected by said reinforcing portion, whereby said first and said second stabilizing portions extend away from each side of said reinforcing portion.

27. (New) A traction band as claimed in claim 22, wherein said generally inverted V-shaped structure of said reinforcing portion comprises longitudinally extending areas.

28. (New) A traction band as claimed in claim 27, wherein said longitudinally extending areas are planar areas.

Application No. 10/791,571
Amendments Dated February 12, 2007
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29. (New) A traction band as claimed in claim 28, wherein each reinforcing portion contains rigidifying means.

30. (New) A traction band as claimed in claim 29, wherein said rigidifying means are embossment in said planar area of said reinforcing portion.

31. (New) A traction band as claimed in claim 22, wherein each said guide horn reinforcement is made from resilient sheet-like material.

32. (New) A traction band as claimed in claim 31, wherein said material is a metal.

33. (New) A traction band as claimed in claim 31, wherein said material is a plastic.